LOCATION
Juba, online

DATE
8 February 2022

CHAIR
Logistics Cluster

PARTICIPANTS
Agency for Community Development Aid (ACDA), Carter Center, Child’s Destiny and Development Organization (CHIDDO), Concern Worldwide, Food and Agriculture Development Agency (FADA), Health Link South Sudan (HLSS), Humanity and Inclusion (HI), International Organization for Migration (IOM), Jesuit Refugee Service (JRS), Joint Aid Management (JAM), Medair, Medicair, Nile Care Advocacy for Peace and Development (NILECAPD), OXFAM, Samaritan’s Purse, Solidarités International, United Nations Children’s Fund (UNICEF), United Nations Office for the Coordination of Humanitarian Affairs (OCHA), United Nations Population Fund (UNFPA), World Health Organization (WHO), World Relief, ZOA

ACTION POINTS
• Partners to advocate for funding on behalf of the Logistics Cluster.
• Partners to make use of prepositioning by road during the dry season.
• The Logistics Cluster to share details of WFP’s Bilateral Service Provision (BSP) for river transport.

AGENDA
1. Logistics Cluster 2021 achievements
2. Logistics Cluster funding status
3. Changes to common services
4. Dry season prepositioning
5. AOB/Discussion

1. Logistics Cluster 2021 Achievements

• In 2021, the Logistics Cluster transported 9,552 mt through its common services. This was a 28 per cent increase compared to 2020.
• 58 per cent of cargo was transported by road and river instead of air, enabling cost efficiencies and stretching funding further.
• 214 destinations were reached with Logistics Cluster common services, supporting the emergency response in-country, including scale-up for highly food insecure areas, the Tambura conflict, and communities impacted by floods.
• 46 road convoys were coordinated, comprising of a total of 519 trucks.
• Furthermore, a total of 20,000 m² of common storage space was made available in 30 locations, including deep field locations.

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186 organisations were supported by the Logistics Cluster. This includes national and international Non-Governmental Organizations, and United Nations Agencies.

The main sectors supported were WASH, Nutrition, Food Security, Shelter, and Health, which accounted for 80% of the cargo transported in 2021. All sectors, but particularly these five, were recommended to consider how to optimise cost efficiencies.

2. Logistics Cluster Funding Status

- The Logistics Cluster budget runs from March to March each year due to funding cycles. Current services on offer are thus funded by the carry-over from 2021, with the funding already being stretched.
- Due to a recent notification of a projected large-scale reduction in funding for 2022, the Logistics Cluster has revised its the annual budget from USD 24 million to USD 17 million. Due to this heavily reduced budget from April, the free-to-user services facilitated by the Logistics Cluster will have to be reduced.
- Despite the budget revision, a funding gap of 35% is still expected. Moreover, so far in 2022, only USD 5 million has been committed – which translates into a 70% funding gap at current.
- The Logistics Cluster has reached out to donors, the Inter-Cluster Coordination Group (ICCG), the NGO Forum, and other advocacy channels, and developed a funding appeal with the hope to engage further funding.
- While the Logistics Cluster has always known good funding levels and been self-sufficient, it will now require the collective effort of the entire humanitarian community to address the funding gaps, as it will impact humanitarian operations across the board. Partners are requested to talk to their donors and underline the importance of the Logistics Cluster for their operations, and address the issue in senior meetings. Additionally, organisations should be prepared to increase their logistics budget to cover logistics costs such as river movements and charters to non-priority locations.
- The necessitated scale-down also underlines the importance of prepositioning in the dry season to optimise making use of cost-efficient road transport while roads are accessible.

3. Changes to Common Services

- Due to the projected large-scale reduction in funding for 2022, the Logistics Cluster carried out an internal review on what services it will be able to continue providing on a free-to-user basis commencing with the new financial year, 1 April 2022, with some immediate reductions in services.

Air Transport

- To date, there is no viable commercial air transport service provider in-country. The Logistics Cluster will continue facilitating access to air cargo transport to locations not accessible by any other means through WFP as a provider of last resort.
- The fixed wing aircraft serving locations from Juba (the most cost-efficient air asset) will be dropped if no additional funding is confirmed before April. The second helicopter supporting the flood response from Bor has already been released per 1 February. The priorities for air support will be set by the ICCG. Non-ICCG priority locations will be reviewed on a case-by-case basis if capacities allow.
The air cargo transport capacity will be capped to 100 mt per month, which is approximately 25% of the former capacity. With the expected 75% reduction in air support to humanitarian partners, some static programmes such as nutrition and health programmes will no longer be supported with air transport and partners might have to revise the activities they prioritise. It may also be required for the ICCG to revise the number of priority locations endorsed.

- Additional funding will enable the Logistics Cluster to widen its support to destinations outside of ICCG priority locations and to more static responses.

**River Transport**

- In the past few years, the number of commercial river transport providers has expanded. In line with the Logistics Cluster mandate, services offered are not intended to replace the logistics capacities of other organisations or compete with the commercial transport market, but to fill identified gaps for a limited period. While river transport is now established as a commercial operation, the Logistics Cluster recognizes that many organisations lack the funding and resources to engage river transporters individually.
- The Logistics Cluster will continue to offer the same support and coordination for river transport, but from 1 April, the transport will be provided through WFP’s Bilateral Service Provision (BSP). This means that agencies will be required to pay for river transport as the Logistics Cluster can no longer absorb the cost of transporting cargo by river. Exceptions to the transport charges will be considered on a case-by-case basis, particularly for smaller national NGOs.
- With immediate effect, the frequency of river transport services will be reduced to optimise cost efficiencies. Barge movements will be discontinued.
- In February, the Logistics Cluster will prioritise transporting already accepted cargo requests. From March onwards, requests for river transport services will be directed to BSP.
- Partners can contact the Logistics Cluster for more information on this.

**Road Transport and Common Storage**

- Other services, such as the Beyond Response road transport services from Wau and Bentiu, the shunting, road convoy coordination and common storage services will remain as is.

**4. Dry Season Prepositioning**

- Since roads are accessible for a very limited period of time in the year, usually between February and June, partners should make use of Logistics Cluster coordinated road convoys departing from Juba or Bor, as well as Beyond Response Road transport services based in Wau, Bentiu and Malakal.
- Prepositioning of cargo in strategic locations is cost-efficient and enhances preparedness for emergencies.
- The bi-monthly Road Convoy Schedule shows all planned convoy movements. The latest departure dates for convoys can be found in the Weekly Transport Plan. All other supporting resources can be found on the website as well.
- Ad hoc convoys can be organized if there is a minimum of six trucks going in the same direction. Convoys in Jonglei are subject to change based on security and access clearances.

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The Logistics Cluster can provide common storage space (Mobile Storage Units, MSUs) if there is insufficient storage capacity.

Prepositioning in Bentiu and other locations in Unity is an issue with the current road accessibility. The Logistics Cluster is not in a position to facilitate river movements to Bentiu and will not be able to support the prepositioning in Bentiu via alternative transportation means. The road from Sudan through Yida is currently accessible for 20 mt trucks only until Kilo 30.

4. AOB/Discussion

- Malakal, a strategic location for prepositioning, is served via river from Bor. Any river movements will be charged for through BSP. The Logistics Cluster does not offer air transport to Malakal.
- Partners queried the estimated cost for river transport and how the charges will be calculated. The Logistics Cluster is currently working on the details for BSP and will be able to provide further information on this before April. Terms and conditions will be share in due time as well.
- The Logistics Cluster will need to physically inspect large cargo, like generators, before confirming it is able to transport it for the partner.
- Partners raised the question if barges can depart from Juba instead of Bor. The Logistics Cluster is still finalising its river movements and will confirm if this is possible. At the moment, the Logistics Cluster facilitates river transport from Bor.
- Road convoy movements are coordinated by the Logistics Cluster, but the organisations need to arrange and pay for the trucks, drivers and all expenses.

The next coordination meeting will take place online on Tuesday 8 March 2022 at 14:00.

Contacts

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fiona Lithgow</td>
<td>Logistics Cluster Coordinator</td>
<td><a href="mailto:southsudan.clustercargo@wfp.org">southsudan.clustercargo@wfp.org</a></td>
</tr>
<tr>
<td>Blessing Dzambo</td>
<td>Deputy Logistics Cluster Coordinator - Operations</td>
<td><a href="mailto:fiona.lithgow@wfp.org">fiona.lithgow@wfp.org</a></td>
</tr>
<tr>
<td>Karolina Greda</td>
<td>Deputy Logistics Cluster Coordinator – Preparedness</td>
<td><a href="mailto:blessing.dzambo@wfp.org">blessing.dzambo@wfp.org</a></td>
</tr>
<tr>
<td>Natalie Emery</td>
<td>Logistics Officer</td>
<td><a href="mailto:karolina.greda@wfp.org">karolina.greda@wfp.org</a></td>
</tr>
<tr>
<td>Lemi Angelo John</td>
<td>Logistics Associate – Juba Hub</td>
<td><a href="mailto:natalie.emery@wfp.org">natalie.emery@wfp.org</a></td>
</tr>
<tr>
<td>Jolien Dekker</td>
<td>Information Management Officer</td>
<td><a href="mailto:lemi.john@wfp.org">lemi.john@wfp.org</a></td>
</tr>
<tr>
<td>Richard Izakare</td>
<td>Administrative Assistant</td>
<td><a href="mailto:jolien.dekker@wfp.org">jolien.dekker@wfp.org</a></td>
</tr>
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